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Time Flies

As this year winds down, the Office of Aviation would like to take some time to reflect upon all that has happened this year in aviation. It has been a busy year with many encouraging events and also some tragedies. This was a year exemplified by new innovation. We saw the first flight of the largest passenger jet ever to be assembled when the Airbus A-380 took to the skies. We saw Boeing attempt to counter the A-380 with its new passenger jet, the 787 Dreamliner. While it has yet to make its first flight, it was

Skycatcher.

Another innovation that is beginning to take hold in aviation is the introduction of LPV approaches. Defined as lateral precision performance with vertical guidance, the Federal Aviation Administration has focused on implementing these new approaches across the nation with several of our airports here in Indiana in the process of publishing a new approach. New technology will allow for lower minimums and more accurate non-precision approaches into many of our

summer. Also, world famous entrepreneur, record-breaking aviator, Steve Fossett has been missing since September 3. These three along with all other members of our aviation community that were lost this year will be missed. In Indiana we had many achievements worth noting. One project that has drawn nationwide attention for its innovation continued at a steady pace as Indianapolis International



*Boeing 787 (left)
Airbus A-380 (right)*

unveiled to the public in July. The Very Light Jets (VLJ's) continued to progress with several companies constructing prototypes. The Eclipse 500 along with the Cessna Mustang were the first to be delivered in late 2006 and early 2007. Also, manufacturers really began to focus on the sport pilot sector of aviation. With the new light sport aircraft regulations in mind, Cirrus has begun production on their SRS and Cessna is working on their new model, the 162

airports.

The Aviation community also experienced the loss of some very distinguished members during 2007. Lt. Cmdr. Kevin J. Davis, pilot of the number six plane for the Navy's Blue Angels and Jim Leroy, world renowned air-show performer were both involved in fatal accidents this



Cessna 162 Skycatcher



*A picture of the progress made on the
mid-field terminal at Indianapolis
International Airport*

Airport made significant strides with the construction of the new mid-field terminal that is slated to open in 2008. As a state, Indiana received approximately \$61.6 million dollars in Federal Grant money for the year. This money contributed to many infrastructure upgrades such as parallel taxiways, runway extensions, and other worthy projects to upgrade our State Aviation System. Aviation is a fast paced world and hopefully will continue on the path that has been paved by great aviators passed. Here's to looking forward to an even more exciting 2008 for the aviation community.

Feature Airport of the Month

Noblesville Airport (180)



Communities are constantly expanding up to the borders of our GA airports. This is very evident at the Noblesville Airport. Located in Hamilton County four miles southeast of the city of Noblesville, the airport is being encroached upon from all sides.

With the ever-expanding landscape around Indianapolis, houses and commercial development have littered the landscape around the airport property. However, the airport still serves as a little slice of tranquility mixed within the jumble of society.

The Noblesville Airport consists of a single turf runway measuring 3580 feet by 100 feet. Owners Larry Jacobi and Don Roberts started the airport after their original strip was swallowed up by development and became Lowe's Home Improvement Store parking lot.

Beginning as a private-use strip, Larry and Don worked every year to add something new to improve the field. After

building both of their houses along the strip in 1985 and 1986 they began working on the amenities of the field. They began adding features such as lighting for the runway, several hangars, and a line shack for pilots to enjoy. After



Line shack located on the field

seeing that they had the beginnings of what could be a nice airfield they sought to become a public-use airport to gain protection of their air-space against obstructions. After gaining this status, Larry Jacobi began a flight school at the field. The flight school was very successful growing to seven aircraft and seven part-time instructors along with Larry as a full time instructor. Deciding that he had reached the point of either taking the next step of growing the flight school and making it a full time job or needing to

wind it down as it was becoming to time consuming, Larry decided to slow things down and focus on his corporate flying and flight instruct part-time. He still offers biennial reviews and other flight instruction, as well as flights in his beloved Stearman.

The airport currently houses 25 aircraft, with four and soon to be five Stearman aircraft on the field. They are also host to Chapter 67 of the Experimental Aircraft Association, who hold their meetings at the airport the first Monday of every month at 7:30 PM. This chapter of EAA hosts three fly-in events

at the airfield starting with a breakfast held in the spring and then two barbeque lunches held in June and October. The barbeques have been quite a success, reaching a peak of around 400 people and 75 aircraft.

Even with the housing development visible from the runway of the Noblesville Airport, it still gives you the feel of being miles away from the hectic city life. While in a perfect world this would last forever, it is inevitable that eventually the airport will be completely swallowed by the

development. Do yourself a favor and take a trip and experience this airfield for yourself. You won't be disappointed!



Hangar development on the South side of the airfield

5010 Master Record Inspections

Every year the state is contracted to perform 5010 Master Record inspections at several public use airports for the Federal Aviation Administration's (FAA) Airport Safety Data Collection program. Each calendar year the INDOT Office of Aviation completes about one-third of the public-use airport inspections which equates to each airport getting an inspection every three years. During these inspections the Office of Aviation collects pertinent information about the airport and reviews obstruction data. The FAA is the controller of all the information, but they contract the collection of data

out to GCR and Associates, which is based in New Orleans, Louisiana, as well as Southern Illinois University Carbondale, through a GCR/SIUC grant. SIUC then contracts each state to perform these inspections. GCR and Associates has set up a web site online where the inspector can go to submit all of the airport's information. After submittal, GCR will collect this information and forward it to the FAA, which will ultimately end up in the hands of the National Aeronautical Charting Office. The information that the Office of Aviation collects from these

inspections ultimately ends up being published in the Airport/Facility Directory.



The Snow is Coming!

The time is upon us when at any moment the snow could fly. While many people enjoy the sight of the first significant snow of the year, airport personnel tend to differ.

For most airport personnel, the sight of snow means there are many long hours ahead. At many of our airports, the airport manager is also the snow removal expert. While everything may get a little overwhelming when the heavy snow hits, some of that heavy burden can be alleviated by having a well oiled plan in place ahead of time. By now, you should have operating procedures in place for dealing with snow removal. All

personnel of the airport should be familiar with these operating procedures and should be aware of their responsibilities during such an event. It also helps to go through a practice run in which personnel go out and perform their actual duties for snow removal to make sure that all safeguards are in place. Now, some of you may be thinking that since you only operate a small GA airport with one runway that a test run is not a necessary thing. While you may not need to

go through a full blown test, since you may be the sole person responsible for all of the snow removal at your airport, it is definitely wise to get out whatever equipment that you utilize for snow removal and ensure that everything is in working order. Be sure that necessary points are greased and fluid levels are full.

Check all hoses for leaks and tires for pressure.

Any step that you can take before the big day comes to help things run as smoothly as possible will pay dividends this winter.





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*"In flying I have learned that carelessness
and overconfidence are usually far more
dangerous than deliberately accepted
risks." -Wilbur Wright*



Indiana Aviation Events (December, 2007)

**Goshen Municipal
Airport**

**Friday Free Lunch at
Goshen Air Center**

Every Friday at Noon

**Free to Anyone who
Flies or Drives to the
Airport**

